



THE

Boston & Maine Railroad Historical Society  
*Incorporated*

# NEWSLETTER

*"Every foot of track on the B&M, mainline or branch, rain or shine, was the scene of legitimate human endeavor."*  
– Robert W. Jones, "Boston and Maine: Three Colorful Decades of New England Railroading."

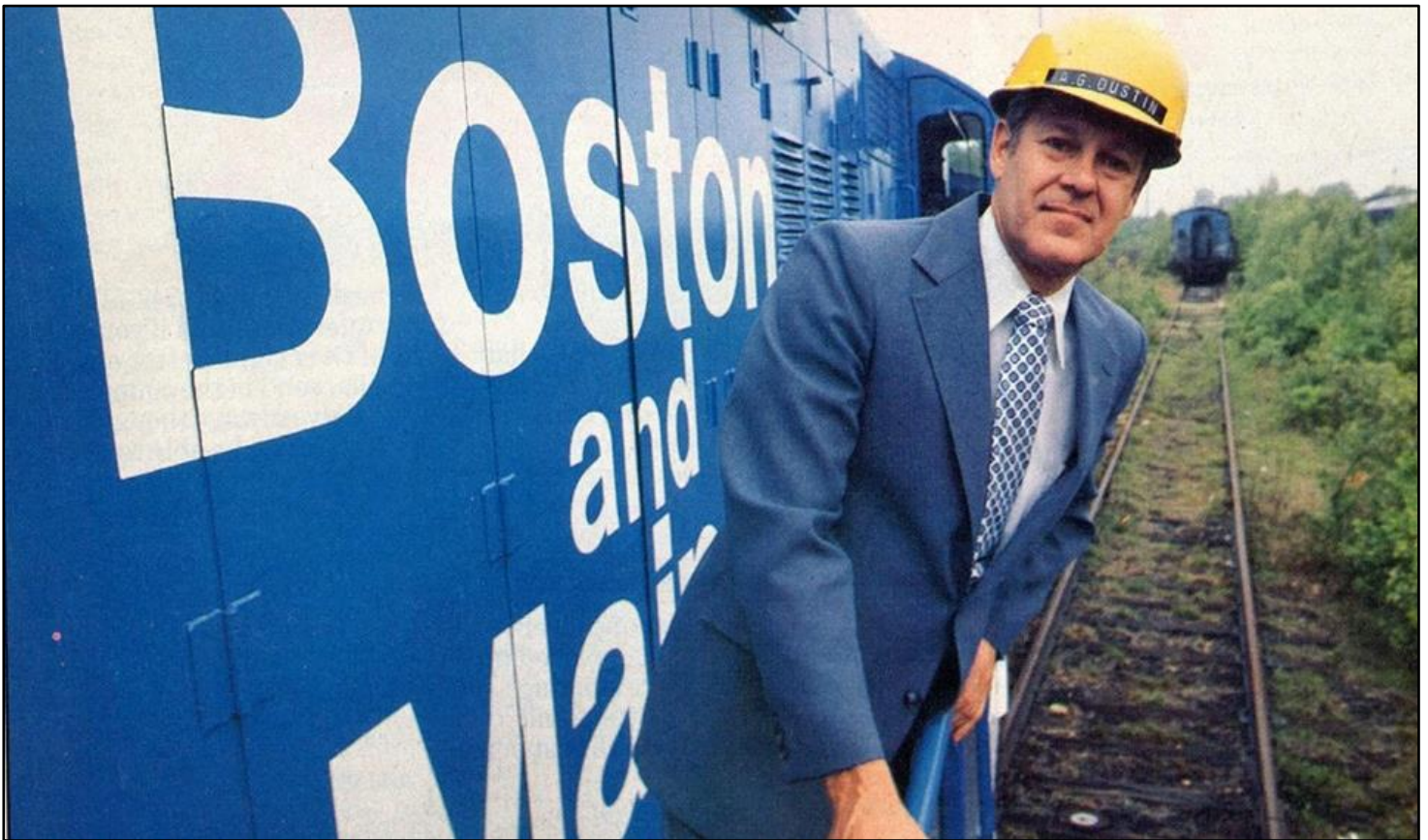
May-June 2022

Meeting/Membership Telephone Number (978) 454-3600

[www.bmrrhs.org](http://www.bmrrhs.org)

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## *In Memory of Alan G. Dustin, 1929-2022*



### TIMETABLE OF UPCOMING EVENTS

#### Sunday, April 24:

##### **Hooksett Lions Club Train Show**

David R. Cawley Middle School, 89 Whitehall Road, Hooksett, NH. 10am-3pm. We plan to have tables at the show with merchandise, clothing, models, books and more.

#### May:

##### **B&MRRHS Monthly Meeting**

Dover Lodge of Elks #184, 282 Durham Rd., Dover, NH.  
10am-3pm. The Society will have tables at the show.

#### June:

##### **B&MRRHS Monthly Meeting**

Belknap Mill, Laconia, NH. 10am-3pm. We will meet for a presentation on the Laconia Car Company, followed by a walking tour of the Car Company location and the Laconia Railroad station

**BOSTON & MAINE RAILROAD HISTORICAL SOCIETY**

is a non-profit, 501(c)(3) organization composed of people who want to share their knowledge, and learn more about, the history and operations of the Boston and Maine Railroad, its predecessors, and successors. Formed in 1971 by a group of interested B&M employees and railfans, the B&MRRHS now has nearly one thousand active members.

Our principal activities are publication of our journal, the *B&M Bulletin*, and our *Newsletter*, monthly speakers, archives and hardware preservation, preservation of the B&M 0-6-0 switcher No. 410 and coach-baggage combine No. 1244, participation in railroad shows, and maintaining two web sites: [www.bmrrhs.org](http://www.bmrrhs.org) and [www.flickr.com/photos/bmrrhs](http://www.flickr.com/photos/bmrrhs). If you would like to join the Society, you can join on-line or download an application at [www.bmrrhs.org](http://www.bmrrhs.org).

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**About the Newsletter**

The Boston & Maine Railroad Historical Society *Newsletter* is published six times a year. We welcome your articles, photographs, and news items about the Society, the Boston & Maine Railroad, and current railroad events in New England. It is best to query the editor before writing articles. Please address correspondence to the Newsletter Editor at:

*Rick Kfoury, B&MRRHS Newsletter*  
*B&MRRHS, P.O. Box 9116,*  
*Lowell, MA 01853*

or email [rickkfoury51@gmail.com](mailto:rickkfoury51@gmail.com).

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**MEMBERSHIP AND DUES**

Join us on-line or renew your membership on-line at [bmrrhs.org](http://bmrrhs.org). Credit cards may be used if you join or renew on-line (via PayPal). Dues are also payable by check, money order, postal money order, or cash (in person only). All payments in U.S. dollars. Please allow four to six weeks for processing.

Basic Individual - \$40	Basic & Spouse - \$43
Contributing - \$50	Sustaining - \$55
Supporting - \$80	*Canada & Overseas - \$75
Benefactor - \$100	Corporate - \$500

\* *Canada & Overseas members please pay via PayPal*

**MEMBERSHIP RENEWAL**

Notices are sent monthly based on members' renewal dates. If we have an email on file for you, a renewal reminder will also be sent via email. Envelopes are clearly marked "RENEWAL NOTICE." Not responding will result in removal from the member list.

- When members renew, typically the month of renewal does not change. (A member with a 06/19 renewal date who pays in August would have a 06/20 update to renew.)
- The label on your *Newsletter* envelope shows your renewal date.
- Refer questions to the Membership Secretary Stephen DeFrancesco at [stephen.defrancesco@aecom.com](mailto:stephen.defrancesco@aecom.com).

**CHANGE OF ADDRESS**

Please advise Membership Secretary of new address before you move. Returned and forwarded mail costs the Society money. Write *Stephen DeFrancesco, Membership Secretary, B&MRRHS, P.O. Box 1438, Tewksbury, MA 01876.*

**NEW MEMBERS**

We would like to take the opportunity to our welcome new members who have joined the Society since the last *Newsletter* and through early February:

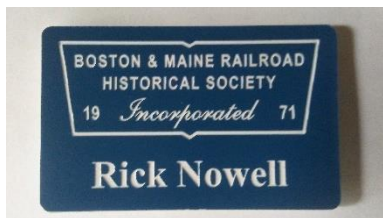
- Douglas Alber, Fort Edward, NY
- James E. Bechtel, North Adams, MA
- Stephen Cochran, Garnet Valley, PA
- Paul Combs, Sr., Putnam, CT
- John Porter, Holiday, FL
- John Preston, Waltham, MA
- Nicholas Fry, St. Louis, MO
- Malcolm Houck, Woburn, MA
- Philip R. Jordon, East Arlington, VT
- Richard D. Reed, Orono, ME
- Nicholas Federico, Lynnfield, MA

*Welcome Aboard!*



**MEMBERSHIP BADGES AVAILABLE**

B&MRRHS members are entitled to wear the official membership badge at all society events. The badge is an attractive shade of blue with white lettering, 3 inches wide by 2 inches tall. The badge has a secure magnetic attachment system that eliminates pinholes from shirts and sweater. The Society sells and mails badges at cost. Please make checks for \$12 payable to B&MRRHS and send to: Name Badge, B&MRRHS, P.O. Box 9116, Lowell, MA, 01853. Please specify name for the badge. NOTE: Magnets are known to be harmful to those who utilize Pacemakers.



**NEW MAILING ADDRESS FOR MEMBERSHIPS**

Please be advised that we have moved our P.O. Box for new and renewed memberships, and we are **no longer using** the Derry, NH P.O. Box address. Our current P.O. Box address is:

Membership Secretary, B&MRRHS  
P.O. Box 1438,  
Tewksbury, MA 01876

**WEBMASTER'S REPORT**

We recently voted to allocate a budget to redo our website in an effort to make it more user-friendly and streamlined. New episodes of our podcast High Green included taped interviews from the 1980s with B&M fireman Loyd MacNair. We continued uploading digital copies of the B&M Bulletin and Modeler's Notes to the Online Store. We uploaded to YouTube a video chronicling a track speeder ride on the NH Mainline from Concord, NH to North Chelmsford. We currently have 3,859 people following us on Facebook, and 744 YouTube subscribers, up from 624 at last Newsletter. We hope you have been enjoying the content and as always, we appreciate any feedback! – *James P. Nizgus, Webmaster*

**EDITOR'S NOTE**

By now you have likely learned of the passing of Alan G. Dustin, who among many things was the last president of the Boston & Maine Railroad during its independence. Since his passing, we have heard many testimonies of his professionalism, his kindness, and perhaps most important, his devotion for his family. He will be missed by all who knew him, and all who admired what he did — not only for the B&M, but for a great many companies and communities. The Society will never forget what he did for us, too; may he rest in peace.

We are incredibly pleased to be able to safely gather in person again. A wonderful Society meeting in Rowley, MA in March continued the momentum following two years of no meetings. In those two years, however, the Society has proven itself extremely adaptable by hosting remote board meetings, streaming live presentations, releasing a podcast and web series, making record sales, and publishing a new book. We continue our work honoring the legacy of the Boston & Maine Railroad, and hope that you enjoy this latest issue! ☘

– *Rick Kfoury, Newsletter Editor*



## FROM THE ARCHIVES

B&MRRHS Archives Report  
 Rick Nowell, Archives Chairman

### TO THE BOARD OF DIRECTORS AND MEMBERS OF THE BOSTON & MAINE RAILROAD HISTORICAL SOCIETY:

The Archives Committee is pleased to submit the following report for the year ended December 31, 2021.

**GENERAL INFORMATION:** The Committee acquires, organizes, and preserves photographs, documents, drawings, and other paper materials related to the history of the Boston and Maine and Maine Central Railroads, their predecessors and successors, and other New England railroads. We furnish archival information to many different patrons including researchers, writers, preservationists, surveyors, engineers, lawyers, modelers, and genealogists.

The Archives are located in the Patrick J. Mogan Cultural Center at 40 French Street in Lowell, Massachusetts. This building is owned by the National Park Service and is part of the Lowell National Historical Park. Our Archives are housed within the Center for Lowell History, the UMass Lowell special collections library. The B&MRRHS collection is owned by the Society and managed by the Archives Committee. It occupies an area of about 1,000 square feet where we have shelving, cabinet storage, and workspace for researchers. Our cooperative agreement with the University gives our collection a secure, climate-controlled environment and an accessibility that is unmatched by most other railroad historical societies.

At Lowell the visitor will find photographs, slides, negatives, right of way and track maps, valuation surveys, timetables, books, periodicals, mechanical drawings of structures and equipment, and a wealth of data organized alphabetically by subject—Abandonments, Accidents, Baggage, etc.

Owing to the pandemic, the Center for Lowell History, including the B&MRRHS Archives, is currently open only by appointment. Regular hours are Monday through Friday, 9:00 AM to 5:00 PM, and the third Saturday of the month from 9:00 AM to 3:00 PM. Intending visitors should email the Archives Chairman to make an appointment: [fnowell3@gmail.com](mailto:fnowell3@gmail.com). This is an appropriate place to offer our thanks to Tony Sampas, the archivist-in-chief and general manager of the Center for Lowell History, without whose help we could not offer such a welcoming and well-maintained facility to our members and guests.

The Society rents additional space for the Archives (and for our Hardware collection and Sales department) in a warehouse building in North Chelmsford. The Archives Committee uses this space to receive and catalog donations, to scan large format documents, and to store primary source material, principally railroad records and drawings.

#### OUR VOLUNTEERS

Three separate groups are now operating to do archival work.

Rick Nowell's group is composed of Ken Akerboom, David Ashenden, Len Bachelder, Brad Blodget, Paul Burke, Steve Butterworth, Carl Byron, Rick Conard, Eric DiVirgilio, Jack Dziadul, Bob Farrenkopf, Mark Fecteau, Marguerite Gropp, Rick Hurst, Larry Kemp, Brad Kippen, Rick Kfoury, Alan LePain, Jack Madden, Dick Miller, Rick Nowell, Keith Scarlett, Jimi Smith, Mal Sockol, Leo Sullivan, Henry Taves, Al Taylor, and Dave West.

Respectfully submitted,

*Rick Nowell*

Frederick N. Nowell, III  
 Chairman, Archives Committee



## HARDWARE COMMITTEE REPORT

Bill Marnik, Hardware Committee  
Dan Hyde, Hardware Committee

The Hardware Committee held its monthly work session on Thursday, March 17th in North Chelmsford. The team finished the following activities: Four of the items donated by Roger Rober last fall were logged in and recorded in the Hardware inventory. Included in this work was a rare and handsome lantern from the Concord and Montreal Railroad, which was in business in the late 1880's. Mal Sockol sorted and organized a large volume of timetables, schedules and manuals to be sold at future railroad shows and events. Twenty-one DCC and DC powered HO locomotives that were recently tested were sorted out. These items are in very good condition and will be available to BMRRHS members and other railfans at Monthly meetings and Railroad shows. Be on the lookout for these items which are reasonably priced and in good condition. The next BMRRHS Hardware Session is scheduled for Thursday, April 14th at 10 AM. **New members are welcome to help as their schedules permit.** Contact Bill Marnik at 781 598 2377 or billmarnik@yahoo.com for more information.

Bill Marnik  
Curator

## GENERAL FUND DONATIONS

The Society would like to extend its heartfelt thanks to the additional following members who have donated to the General Fund between February and late March. Your generous contributions have done much to help the Society through these difficult times:

Mr. Edwin R. Hiller      Mr. David P. Johnson      Mr. Doug Manson      Mr. John Simon

## TALGO TRAIN ON THE NH DIVISION MAINLINE

In response to the photo of the Talgo Train at Tyngsboro, MA, on the cover of the January-February *Newsletter*, member Rick Hurst sends us this transportation notice, dated January 29, 1958, from North Station Trainmaster J.F. McLaughlin. It outlines the operation of the newly delivered Talgo Train on Thursday, January 30, 1958. "I believe this document was in effect for the Talgo extra seen in George Hill's image at Tyngsboro, MA on the Jan/Feb 2020 issue of the *Newsletter*. By the way, this image came from the L.H. Stephenson Jr. collection at the B&MRRHS archives."

BOSTON, Jan'y 29, 1958.

JRC    GRF    VGMaCP    NS    YDS    FI    JD-Op'r    Tower "A"    Mystic Jet. Tr  
EHB    JAH

Thursday, Jan'y 30th, set-up extra train (Talgo Train)  
to leave Boston at 8:50 AM and run to Concord, NH. Change ends and  
run to Billerica Shop Switch; work Billerica Shop Switch to Wilmington  
and return to Boston when work completed.

J. F. McLAUGHLIN,  
Trainmaster.

*"Thursday, January 30th, set-up extra train (Talgo Train) to leave Boston at 8:50 AM and run to Concord, NH. Change ends and run to Billerica Shop Switch; work Billerica Shop Switch to Wilmington and return to Boston when work completed."*

## ALLAN G. TAYLOR

With sadness we report the untimely passing of member Allan Taylor on February 14, 2022. Al, of North Weymouth, MA, was an active member of archives meetings prior to the pandemic. Allan was a proud veteran for the United States Coast Guard Reserves during the Vietnam era. He worked for HW Little company as a pipefitter for many years as well as a long hauler for Hallowmore before his retirement. Allan was a handy man who would and could fix or do anything for anyone. He was an active member of the South Shore Model Railway Club since 1968. He will be missed. ☞

## NEW YORK STATE DOT AWARDS TWO GRANTS TO PAN AM SOUTHERN

NEW YORK – In February, NYSDOT announced two awards from the Passenger and Freight Rail Assistance Program (PFRAP) to Pan Am Southern (PAS), which is a joint venture co-owned by Pan Am Railways (PAR) and Norfolk Southern Railway (NSR). \$4.607 million for the PAS Rotterdam Branch Rehabilitation project. This project will rehabilitate 8 miles of the Rotterdam Branch between Clifton Park and Scotia to FRA Track Class 2 standards by installing new 115RE continuously welded rail (CWR), new ties, placement of new ballast, and lining & surfacing the track in the work limits. In the remaining 4 miles of the Rotterdam Branch, where no track work is needed, three undergrade bridges in Scotia and Rotterdam Junction will be rehabilitated to include (depending upon the bridge) new bridge timbers, repair of spalling concrete abutment walls, or replacement of bridge bearings. \$767,000 for the PAS Freight Main Line Bridge Rehabilitation project. This project will replace the timber bridge deck and install new CWR on one of the two tracks on the PAS bridge over the Hudson River between Mechanicville and Schaghticoke. The project will also repair the bridge seats and replace the bearings on the two-track PAS bridge over Knickerbocker Road in Schaghticoke. *Courtesy of member John Madden.*

## MARCH MEETING



ROWLEY, MA. – The B&MRRHS was extremely pleased to be able to offer a public meeting on Saturday, March 19 — the first public meeting since February 2020.

Airing on the side of caution, we were not able to host the meeting at our usual location, Rogers Hall in Lowell, MA. While searching for alternate venues, member Jesse Mazzie kindly suggested the use of the conference hall at the police station in Rowley, MA, where he serves as an officer. The location proved to be perfect for the Society’s needs with ample parking, clean facilities, Wi-Fi, and a projection board for presentations. Additionally, the North Shore location brought new faces from parts of MA, NH, and ME who may not usually make Lowell meetings. As such, we have decided to try and hold meetings in Rowley several times a year, alternating with meeting in Lowell and Plymouth, NH.

Member Justin Winiarz presented an impressive collection of his own photography on modern-day former Boston & Maine trackage. This included fantastic coverage of Pan Am, MBTA, Amtrak, New England Central, and various shortline operations. ☞



## Alan G. Dustin

### Final President of the Boston & Maine Railroad Corporation, 1974–1983

1929–2022

"I love you" — these words were so often spoken by Alan "Dusty" G. Dustin. Just shy of 93 years, he rode peacefully into the setting sun on February 27, 2022. Parkinson's Disease had taken his strength, and his indomitable spirit could no longer be contained.

Born into this beautiful world in Plattsburgh, NY in 1929, his devoted parents were Edith Hyde Dustin and Grant Dustin. Although he was an extremely serious man regarding projects or ventures embarked upon, he had a lighter, compassionate side and was remembered for his leadership without the pedestal. His highly inquisitive nature, intelligence and keen mind were perpetual, as was his warmth and beaming smile.

At age 15, Dusty gained his fine business sense employed by Zahn's grocery store in Plattsburgh after his parents had passed. His railroad career began at age 16 as a baggage clerk in Ticonderoga NY (where he met his future wife, Elsie!), then onto the Delaware and Hudson Railroad where he became fluent as a Morse Code Telegrapher. In 1970 he joined the Bangor & Aroostook Railroad as Vice President and CEO, and in 1974 became the

President of the Boston & Maine Railroad, where he led the charge out of the depths of the 1970 bankruptcy by dramatically repairing infrastructure, improving service, and repairing the B&M's reputation. Dusty became a renowned figure to both B&M fans and railroad enthusiasts alike, garnering immense respect with employees and the community. He had become the very picture of a railroad executive whose kindness and love for his industry helped to guide the railroad through a difficult point in its history. His name became synonymous with the B&M of that era, the so-called "Dustin years" of 1974–1983 up until the Guilford takeover.

In 1984 he became the Vice President of the New Jersey Transit until his retirement in 1988. He continued to travel the world where he was a valued railway business consultant in Alaska, Africa, Argentina, and Czechoslovakia; he also had a major hand in the restructuring of the Chunnel between France and England.

Dusty (given the name "Pops" by his grandchildren!) was wild about being outside — an avid runner, camper, swimmer, tennis player, hiker, cyclist, fisherman, gardener. After the removal of a benign brain tumor in 1979, his quest for wellness increased, and he began organic gardening. He felt a great kinship with the wild west, cowboys, and the high nautical sea — Dusty loved reading Louis L'Amour, and Zane Grey. When his daughter Sandy joined him in an adventure to Alaska and the Great West, together they joyfully participated in hijinks such as climbing over fences to access areas not listed in guidebooks. Sharing big band music, enjoying a whiskey sour, Dusty had a great love for his family, friends, and church community- and he made sure we felt his love. That is his true legacy.

Dusty was predeceased by his brother Kenneth who was shot down while flying a B-29 over Tokyo in 1944, his older sister Virginia Keyser, and loving wife Elsie of 63 years of marriage. Having lost his brother during the war, he was not obligated to join the armed forces. However, he felt it was his duty, so he joined the Army and served in the Korean War. In 1952 he returned home, married Elsie and they had four children. Dusty took pride in being a 7th generation direct descendant of Hannah Emerson Dustin, the first woman in the United States to have a statue erected in her honor as a "Colonial Mother" during early America.

He leaves his sister Helen Philips, daughter Diane Itasaka, daughter Carol Nadeau and her husband Robert Nadeau, son Alan K. Dustin, daughter Sandra Dustin and her husband Chris O'Connor, daughter-in-law Hako Itasaka, and four grandchildren; Alexandria Itasaka, Kenji Dustin, Masami Dustin and Kiyoshi Dustin.

Dusty's family is grateful for the care and sense of community that Riverwoods Manchester lovingly provided for him over the past 4 years. Services will be arranged at a later date in May or June.

*Obituary and photo courtesy Sandy Dustin.*

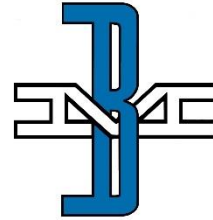




## “New Chief for a Yankee Railroad”

By Robert E. Bedingfield

*The New York Times* spotlight, February 27, 1977



BOSTON AND MAINE CORPORATION

**BOSTON** — Alan G. Dustin's route to the executive suite has been strictly old-railroad. He started by heaving baggage during the summer of 1947 at Ticonderoga, N.Y., in the Lake Champlain resort area, and studying Morse at night to qualify for a telegrapher's job on the Delaware & Hudson Railway.

Today, having worked his way up on the D. & H., the Eric Lackawanna Railway and the Bangor & Aroostook Railroad, rising from clerk to train dispatcher to executive vice president of operations, he president of the Boston & Maine Railroad — with no stops along the way at the Harvard Business School or even college.

When Mr. Dustin was in high school in Rouse's Point near Ticonderoga, his father died, so he had to substitute learning on the job for formal education. Nevertheless, at least one of Mr. Dustin's Ideas about running a railroad must seem disturbingly new-breed to his peers in the Eastern Railroad Association, the New England Railroad Club and other groups in which heads of the tradition-prone railroad industry meet. Mr. Dustin, 47 years old and one of the younger chief executive officers in the railroad industry, sees no problem with government ownership of the right of way and track on which the B&M runs its trains.

In fact, he recently sold 270 miles of his lines in northeastern Massachusetts to the Massachusetts Bay Transportation Authority, the public agency that has taken over commuter railroad service in the Boston area, although only 140 miles of the 270 are in commuter service. Mr. Dustin's colleagues, after years of urging by such non-traditionalists as George Alpert, the former president of the New Haven line, and Ben W. Heineman, the former chief executive officer of the Chicago and Northwestern Railway, have grown reconciled to selling commuter-line trackage to state agencies. But contrary to their trucking competitors, who happily roll their tractors and trailers on rights of way provided by the taxpayers, railroad presidents generally balk at handing over their rights of way and track to governmental agencies. They fear it would lead to the Government's swallowing their whole railroads, executive jobs and all.

The sale agreement with M.B.T.A. gave the Boston & Maine, now almost entirely a freight carrier — it still operates one passenger train a day between Springfield, Mass., and White River Junction, Vt., for Amtrak — free use of the rails and facilities it formerly owned, including the road's executive offices, housed in a two-story warehouse, and a repair shop in Billerica, Mass., outside Boston. The M.B.T.A. pays the major share of the upkeep on the portion of the line it uses for commuter operations, the railroad maintains the track used solely for freight, and the line pays for track maintenance on the basis of ton miles (one ton moved one mile) of freight on lines used jointly for passenger and freight traffic.

“It is a small amount for us,” said Mr. Dustin. “We just pay a maintenance fee based on what it costs us to maintain the rest of the railroad. On the lines the M.B.T.A. has bought it is going to do tremendous improvement job. They are going to rebuild the roadway, install welded rail, new ties, and ballast. We don't pay for that. And they are going to have Federal help.”

The \$39.5 million that the M.B.T.A. paid for the Boston & Maine's 270 miles and 84 Budd diesel commuter coaches was Federally funded. Penn Central's successor, Conrail, operates the former Penn Central lines under contract. The B&M will also continue to operate commuter service for the M.B.T.A. under a five-year contract. It will receive its full costs plus an incentive of 10 cents for each paying passenger riding the trains.

“We figure we have between 4.5 million and 5 million riders a year,” said Mr. Dustin, “so we should collect maybe \$500,000 extra above our costs.” The B&M had been providing the M.B.T.A. commuter service on its lines for several years before the outright sale, but the new contract will gross the road about \$1.5 million more than it had been paid under the old arrangement.



“The big thing is we are going to be operating on a much-improved plant,” the B&M executive stressed. The Boston & Maine has been operating under Section 77 of the Federal Bankruptcy Act since March 1970, three months before the Penn Central Railroad filed for reorganization under that same act. The funds turned over for the commuter lines aren't available for much needed general operating purposes but have been deposited with the Federal District Court here in charge of the bankruptcy. The courts already held about \$15 million from previous property sales.

These funds even today must be used toward paying off the B. & M.'s pre-bankruptcy creditors, including the holders of the railroad's \$46.3 million of first-mortgage 6 percent bonds, which matured in 1970. Some \$23 million of interest has accrued on them. The trustees of the B. & M. have filed a plan of reorganization with the bankruptcy court and the Interstate Commerce Commission under which the railroad could emerge as debt-free carrier — a unique situation in the railroad industry.

Until now the B.&M. has not been the direct beneficiary of the millions of dollars in grants that the Federal Government has made to Conrail and earlier to its chief predecessor the Penn Central Railroad. But the B. & M.'s trustees and Mr. Dustin, met with the officials of the Federal Railroad Administration late last year end are preparing an application for Government help in financing a \$30 million capital improvement program.

“Such a program is long overdue,” said Mr. Dustin. “You have to realize that this railroad hasn't operated in the black since 1967 and was operated from 1960 until 1973 with maintenance deferred. Mr. Dustin, who joined the B.&M. in mid-1973, traced much of the road's difficulties to years of mismanagement before the bankruptcy. A chairman of the board and president of the railroad even went to jail for illegally selling equipment for their own benefit.

“I might say when I first came here and looked at the B&M as an outsider from another railroad (he was executive vice president and chief operating officer of the Bangor & Aroostook), I felt that if there were ever a hopeless case in railroads, the B&M epitomized it. They had almost two derailments a month on a routine basis — extensive derailments. But when I came down here and spent a couple of months and looked over the operations, I felt there were so many things that could be done to improve the situation, that perhaps it wasn't a hopeless case after all.

“The basic problem was the roadbed. During the last four years the trustees have spent in excess of \$15 million of the railroad's limited revenue income on new ties and rail and resurfacing the equivalent of more than 50 percent of the track. There was no integrity in the equipment condition reports that the road filed with the Interstate Commerce Commission until 1973. There wasn't any program for rebuilding locomotives.”

Now, he said, the line has made “substantial improvements,” rebuilding 33 yard engines and 46 road engines — almost half the fleet — and repairing 1,100 freight cars. Four years ago there was hardly a mile on the B&M where an engineer could have safely run full throttle. There still are hundreds of miles of track where this is impossible yet — even where the trains are restricted to speeds of less than 10 miles an hour — but the line is upgrading those sections as quickly as it can finance it.

Mr. Dustin stressed that the road's ability to finance its repair and rebuilding program was hard hit by the recession of 1975-76. The B. & M.'s traffic in 1975 fell to the lowest level of the century and for most of last year dropped further.

“There still are no signs of a substantial return in our business,” Mr. Dustin said. “The economy of the area we serve is not healthy because of the cost of energy and crippling taxes. Unlike some industries, which have moved out of New England, we can't pick up our tracks and do business somewhere else.” However, Mr. Dustin also reported that the system had lost traffic to truckers. Railway freight-rates have increased to the point that some trucking schedules are now even lower than the rails, he said, “and their service in a number of cases is better.”

Mr. Dustin, who is 5 feet 10 inches tall, keeps his weight to a trim 150 pounds. His staff attributes this in part to his habit of keeping long hours — he often arrives at the railroad's headquarters before A.M. and generally remains until well after 5 P.M. — and to his preference for a lunch of a sandwich and a soft drink at his desk. His positive manner adds to the impression he gives of tremendous energy. Like many of the classic through-the-ranks rises in the railroad industry, Mr. Dustin's career has benefited from the sponsorship of an elder patron. In 1968, when Frederic C. Dumaine, the 74-year-old New England financier served as president of the Delaware & Hudson Railroad, Mr. Dustin after 20 years in the operating department held the title of assistant to the president.

Mr. Dumaine conducted much of his duties as chief executive Officer of the D. & H. from his own Boston offices, Mr. Dustin recalled and depended heavily on Mr. Dustin in the line's Albany headquarters, to carry through his orders.

Mr. Dumaine has kept in close contact with Mr. Dustin. They share the view that New England's three major railroads — the Boston & Maine, the Maine Central and the Bangor & Aroostook — should merge into an end-to-end system. So far, the management of the Maine Central has resisted all consolidation moves, but Mr. Dustin argues that once the B&M is discharged from bankruptcy it will be only a matter of time until the three systems operate as one.

*Robert E. Bedingfield is retired from the financial news department of The New York Times, where he reported on transportation.*

## ANDREW'S EXCURSIONS #13 WAVERLEY – THE LAND DOWN UNDER

*B&MRRHS MEMBER ANDREW RIEDL*



On a frigid January 26th, 2022, MBTA Commuter Rail local 405 arrives at Waverley at 7:47 AM on its journey to Wachusett Station in Westminister, 46 miles further up the line. Two passengers also wait for the soon to arrive inbound train, and it's a cold wait on the platform. The traffic seen above the railroad on Trapelo Road is a great example as to why the grade separation 70 years earlier was so essential to both efficient railroad and traffic operations in the square. Andrew Riedl Photo

“A grade-crossing elimination project at Waverley during 1951 and 1952 resulted in substantial changes to that area.”  
- *The Central Mass.* by B&MRRHS 1975

Waverley Square in Belmont, MA, located along both the former Boston and Maine Fitchburg main line and the now abandoned Central Mass line, has always been on my short list as an interesting location both for photography opportunities as well as unique railroad and transit history. A combination of frequent MBTA commuter rail trains, and until very recently MBTA trackless trolleys, made for some very interesting operations and was a place I sometimes visited (and still plan to, even with the trackless trolleys now gone) during rush hours to catch the intermodal operations. In addition to this, Waverley has some very interesting B&M history that you might not necessarily guess from just passing through.

Located just 7.39 miles from North Station, Waverley Square was first served by the Fitchburg Railroad in 1860, 17 years after it opened. When the Central Mass Railroad later commenced operations in 1881, the tracks paralleled the Fitchburg line from Hill Crossing until Clematis Brook where it then branched off to the northwest to serve Waltham North. Waverley and Belmont had the interesting distinction of having a station for both railroads, which at the time of their construction were rivals. In this pre-automobile era, both railroads wanted a station presence in both Belmont Center and Waverley. Two station buildings existed for the different railroads in very close proximity to one another, the Central Mass one being in the similar style to those in Weston and Wayland. Moving into the twentieth century, the B&M assumed ownership of both lines, and after several decades of maintaining the parallel lines, a project was undertaken in 1951-

1952 to eliminate the grade crossings at Waverley, while at the same time rerouting both the Central Mass trains and the Fitchburg trains onto the Fitchburg tracks below grade, which continued until the abandonment of the final stub of the Central Mass around 1994. The new station for both lines was relocated in this below grade section and was much more utilitarian than the earlier depot buildings. The track depression also allowed the Metropolitan Transit Authority (MTA) streetcar operations in Waverley Square to be reconfigured as well and accommodated the operation of single ended PCC streetcars.

In 1958 passenger service was discontinued to Waverley and Belmont, the logic being that Waverley was also served by MTA trackless trolleys to Harvard Square that ran frequently throughout the day, particularly during rush hours. The trackless trolleys had replaced streetcar service in 1955 and turned around in Waverley Square via the loop around the now depressed B&M station. Passenger train service was restored again in 1974, and even though at this time Central Mass service had been gone for three years, trains to South Acton operated. Despite not having received many of upgrades over the years, the station continues to be utilized to this day with MBTA trains running out to Wachusett in Westminister. What I've found interesting about Waverley over the years that I've occasionally visited it for photos and train watching, is that the depressed railroad grade and bridges above result in some very interesting photo vantage points. The morning and afternoon rush hours can also create some very interesting light for photography as well. On several occasions when getting the family cars serviced at nearby Cityside Subaru, I would find myself in Waverley Square passing the time observing passing trains.

Most recently, when the MBTA announced that they would be permanently discontinuing trackless trolley service on the lines running from Harvard to Watertown and Waverley, I determined to document the final days of these unique vehicles. I spent several days in February and March of 2022 photographing the operations around Waverley Square, and in doing so, this also allowed me to catch some Commuter Rail action at the station. The station itself is fairly spartan in nature and could use some upgrades, but on both days when I was there at rush hour, several riders were waiting for both inbound and outbound trains. Up above the station entrances on both sides of the main line, you can get interesting views of the trains running below. On the actual platform itself, the curve of the tracks gives you an interesting angle of trains passing through. The one shot I was sadly never able to get due to the tricky timing of it was a train in the station while a trackless trolley passed over on the loop track up above. Railroad photography is often very much about being in the right place at the right time, and things never quite aligned for me properly. Still, my visits to Waverley have always been very interesting and productive, and even though the trackless trolleys are gone, I will still continue to visit this location.

Don't let the fact that Waverley is a more modern era Commuter Rail station prevent you from checking it out for yourself. The station location does date back to the B&M days, and Waverley Square itself is an interesting place to do some train watching and photography. Happy Explorations! – AR



**Figure 1. B&M No. 1128 and Lynn switcher crew at Lynn, Mass., March 22, 1957. L to R: Engr: W. Dorman. Bkmmn: J. Silver. Condr: F. Morin. Bkmm: E.J. Urbanski. Yd. Clerk: Izzy Wise? Fireman: ?  
Boston & Maine Railroad Historical Society Archives. Cat. No. 1999.17.128**

## RAILROAD FASHION

By Rick Nowell, B&MRRHS Archives Chairman

A designer working on a project about the “Dubbleware” workwear brand that was originally made by M. Hoffman & Co. of Boston, wondered if there was any evidence that Dubbleware was used or may have been supplied to engineers, brakeman or other employees across the Boston & Maine Railroad when the brand operated from the 20s through to the 50s. We put this out to our Archives “expert panel” for comment.

Col. Tom E. Thompson had the good idea of checking with Bob Warren, B&MRRHS member and former *B&MRRHS Newsletter* Editor, and writes, “Bob started working for the B&M as a yard helper at the Boston Terminal in March 1952. He bid for jobs on the Extra Board. By the spring of 1952 he was getting work as a brakeman on one of the North Station switchers on the third trick. In 1953 he had a permanent 5 days per week job as a brakeman on that third trick switcher. Job opportunities constantly changed even for permanent jobs, so he was often back to the Extra Board, where he bid on freight jobs which included working in the Boston Terminal freight yards.

“With a downturn in railroad business in the mid to late 1950s, Bob as a junior man on the seniority list, found it hard to get work and by late 1958 his railroading career came to an end. When I asked about his work uniform, he said that there was little guidance, but he wore blue denim bib overalls (he called dungarees). He always bought them at an Army & Navy store located near North Station on Causeway St. He didn’t remember the brand they sold. He always had to pay for his work clothes when he worked for the B&M.”

The accompanying photo (Figure 1) of the Lynn, Mass. switcher crew in 1957 is likely typical of contemporary attire at the time Bob was working for the B&MRR.

So, it seems that in the main the B&M Railroad man had to select and purchase his own workwear. Ken Akerboom

suggests that an “exception would be people who worked in passenger trains (conductors, etc.) where (I would assume) it was covered by union agreement (what uniform they wore & who paid for it).” In this vein, the author’s unpublished *B&M Chronicle* notes that conductors on the Concord & Montreal Railroad began to wear uniforms in 1889 and that none had been worn by predecessor Boston, Concord & Montreal. In 1894 gatemen at Union Station, Boston, “are now attired in gray-blue [described elsewhere as sky blue] uniforms with brass buttons and white trimmings. The cap has a white cord about it and the word “Gateman” on the front. It is understood that every employee of the road who is directly connected with the train service will be uniformed, also including the baggagemen and all those engaged about the depot.” This seems proven by the amount of uniformed men in Figure 2.



**Figure 2. This photo of the Biddeford, Me. station staff and mechanical crew about 1908 demonstrates the variety of work-wear at that time. This picture was printed in the September 1951 issue of the Boston and Maine Railroad Employees Magazine Left to right top row: W.C. Tate, George Nute, Andrew Whitten, Stephen Tibbetts, George Mitchell, George Kennedy, Ralph Robbins, and Jerry Lemieux. Middle row: Guy Wakefield, Grover C. Swartz, Mel Stimpson, Frank Richardson, Ira Hill, Guy Titcomb, Unidentified. Front row: Unidentified, Herman Milliken, Joshua Pray, George Gilman, Chauncey Tibbetts, Unidentified, Howard Robinson, and Ernest Swaney. Boston & Maine Railroad Historical Society Archives. Cat. No. 2018.20.4. Photo 1572. Gift of Vicky Thomas.**

Extra 6105 October 17-18, 1970

Outward	Miles		Inward	Miles	Actual Time	Anticipated Schedule Time
Boston	0	L 8 30 a	Due to serious wreck at Putney, Vt. about 3.30 pm, Train SJ-1, train was rerouted via Cheshire Branch Engineering Dept. approval had to be received (which was not easy). A maximum of 20 mph was authorized due to the fact that the very high brush growing on and about the track and the very low clearance of a Budd rail car make it impossible to see obstructions--rocks-timber--- which will not disable a locomotive hauled freight train--also numerous crossings require train to move up to Stop Post to start crossing protection. In addition a trainman's fusee started a fire at Route 12 bypass crossing north of Keene---and time was lost extinguishing it. Track and bridges, however, are in good condition and ride was quite smooth.			
Cambridge	3.37	8 40	Bellows Falls	0	L 7 58 p	5 30 p
Waltham	9.86	8 48	Keene	22.55	9 41	
Lincoln	16.66	8 56	State Line, N. H.	42.90	11 00	
Concord	20.05	s9 01	Winchendon	45.91	11 10	
South Acton	25.06	9 08	So. Ashb'ham	53.93	L 11 53 p	
Ayer	36.05	9 22	Excessive delay at So. Ashb'ham due to requirement of calling BX to hold all mainline signals at stop and necessity of using hand-throw Kover.			
Fitchburg	49.55	A 9 40	Fitchburg	64.28	s12 13 a	s8 10 p
		L 9 42	S No. Leominster			
Gardner	64.66	10 07	Ayer	77.78	12 39	
Parkers		Meet 10 11	West Acton	87.06	s12 52	
		PB-100 10 21	West Concord	91.94	1 01	
Athol	81.67	A 10 39	Concord	93.78	s 1 04	s8 45
		L 10 41	Lincoln	97.17	s 1 10	
MF 98	98.00	11 00	s also made at South Acton, Waltham, Cambridge, Estimated arrival at No. Station 1.40 a. Schedule arrive, Boston, 9.10 p.			
Greenfield	105.36	A 11 11	Greenfield and Athol passengers had some sort of return transportation arranged at B. Falls. Supposedly a bus was waiting at Fitchburg for any Greenfield-Athol passengers who had not left at B. Falls. Keene, N. H. welcomed us in style. After all this was the last passenger train over the Cheshire Branch.			
Pick-up pilot engine- man and Conn. River conductor		L 11 15				
via Vernon						
Brattleboro	129.50	11 56 a				
Bellows Falls	153.17	A 12 25 p				

Train ran to Riverside station on Green Mountain Railroad at which point passengers transferred to 12-car double-headed, steam-diesel train for Chester; diesel hauled train beyond to Ludlow; process repeated for reverse move and train arrived Riverside 5.10 pm

From Carl Byron: "Rick Hurst recently found the attached account of the 1970 Railroad Enthusiasts trip down the Cheshire Branch while cataloging the Alan MacMillan, Sr. Collection in the archives. Since much preliminary discussion about the formation of a "B&M RR historical society" of some kind occurred on the back platform of the rear Buddcar during that trip, I thought you might like to publish it in the Newsletter. I winced to realize it was 51+ years ago now."